

No. 16,286.

號十二月七年五十百九千壹英

HONGKONG, TUESDAY, JULY 20, 1915.

卯乙亥歲年四國民華中

PRICE, 50 CENTS PER COPY.

## A. S. WATSON & CO., LTD.

Wine & Spirit Merchants  
ESTABLISHED 74 YEARS  
Agents for:

MESSRS. W. & A. GILBEY'S  
WINE & SPIRITS.

MESSRS. JOHN DEWAR & SON'S  
SCOTCH WHISKY.

MESSRS. JOHN JEFFREY & CO'S.  
PILSENER BEER.

NOVEL MEDICINE.  
Some Remarkable Cures by  
Gunpowder.

Dr. John H. Clark, one of the leading homeopathic physicians in London, and the first to appreciate the value of common black gunpowder for all kinds of blood poisoning, has explained to an "Evening Standard" representative the wonderful curative effect of gunpowder in the following manner: "In February, 1912," he said, "I contributed some observations on the subject to the 'Journal of the Royal Society of Medicine.' Gunpowder has been winning laurels for itself almost ever since. Gunpowder contains three mighty agencies—sulphur, carbon, and saltpetre, all of which have an action on the blood. I can say this, all my friends take gunpowder with them to the front, not to use against the Germans, but to fight against septic wounds. "It is also an extremely valuable form of preventive medicine. My nephew, who has travelled extensively and is an officer in the Army at present, tells me that the North American Indians have long taken gunpowder for snake bites. It is known to the shepherds and farmers of Suffolk, who take it for bread and butter. Now I know that in the Military Hospital at Dover, many wounded soldiers have been successfully treated with this strange yet simple remedy. "I commonly gunpowder to the notice of all my military confreres. More and more cases come to my notice where gunpowder has achieved satisfactory healing results. The wounds of soldiers heal cleanly under the influence of gunpowder, and, though the gunpowder can be obtained in tablet form, it is common gunpowder manufactured in ordinary gunpowder factories. Plomine poisoning, poisoning from metals that have been unsuccessfully treated, to say nothing of various kinds of preventive measures, point to this potent and appropriate remedy. "There is a substantial demand for gunpowder, which is generally supplied in the strength of 32, said a homeopathic chemist, when questioned by our representative. It has been successfully used, with splendid results. Wounds heal quickly, and there are no after-effects. It is also very good in skin diseases, and many officers on active service have learnt to use this remedy. It is ordinary black gunpowder, not smokeless powder."

MASTER DIVER OF EUROPE.  
Many Adventures Under Water.

The death has occurred at Dover of Mr. J. J. Murphy, the "master diver of Europe." While on Admiralty service at Dover Dockyard, after patriotically refusing an engagement at a high figure, he contracted a fatal chill. Mr. Murphy was engaged in many dangerous enterprises and his experiences would fill a volume. On November 20th, 1907, when part of the staging of the new foundations of Blackfriars Bridge collapsed he was sent down, and succeeded in securing the bodies of the victims, which had been pinned beneath the wreckage. For six years he was engaged at Gibraltar building the detached breakwater which is a wonderful achievement in block-adding and underwater concrete work. During the Spanish-American war he repaired a ship which sprang a leak near Barbados. While he was at work a fight occurred among the crew of Spanish and natives, and he was dropped a considerable distance. Eventually he was hauled up, but when he reached the deck he was almost lifeless.

Owing to a previous shortage of labour, the War Office has promised the Board of Agriculture to grant a furlough to a limited number of soldiers to assist farmers in hay farming.

### LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

### WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishment and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

PRICES: 21/6 and 42/6

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Sole Agents for KELVIN MOTORS.  
STEAM LAUNCH FOR SALE OR HIRE.

THE HONGKONG ELECTRIC CO., LIMITED.  
A SEVENTH ENGINEER (Marine Engineer) near Portland is required at the ELECTRIC COMPANY'S GENERATING STATION. No objection to married men.  
First application, in writing, accompanied by details of experience sent to Station Superintendent, Generating Station, Wanchai.  
Hongkong, July 13, 1915.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF  
THE OCEAN MARINE INSURANCE COMPANY, LTD.

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS at 31st December, 1913, £23,622,185.  
[Authorized Capital £8,000,000]  
Subscribed Capital £4,500,000  
Paid-up Capital £2,437,500  
H-Fire Funds £3,399,114  
H-Life & Annuity Funds £16,186,180  
Sinking Fund Account £8,513

Revenue Fire Branch £2,567,158  
Life and Annuity Branch £1,973,269  
Revenue Marine Department £82,692  
Other Receipts £40,193  
£5,563,312  
The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.  
SHEWAN, TOMES & CO., Agents.

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WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURIKI.

The first (1913) edition is already sold. BIOGRAPHIES of over 5,000 people who are well-known in society and of several hundred foreigners associated with Japan appear in the book. Quite new materials and accurate sketches, both being utterly free from prejudice.

Many portraits are inserted. The book contains over 1,400 pages. The price is 6s (12/-) or 8s per copy. Orders for the book should be accompanied by payment.

Subscribers for the second annual edition of "Who's Who in Japan" will be allowed a reduction of one yen.

The registered postage is 18 cents, to Korea and China 40 cents and to Europe & America 70 cents or 35 cents.

It is a Good Advertising Medium.

Many influential papers of the world noticed this work in the highest terms.

For example, The Daily Mail says: "Yet another 'Who's Who' and this time from Japan! The reader is apt to be struck by the fact that it is a very sound and useful reference book. It is printed in English and contains brief biographies, on the accepted model of prominent men in Japan. Mr. Kuriki is a skilful editor and has done his work well."

Who's Who in Japan Publishing Office, No. 5, 1-chome, Uchiyama-cho, Kojimachi-Tokyo.

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

## HOTELS

### KINGSCLERE HOTEL, HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour. Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans. Telephone in Bedrooms and Sitting-rooms throughout. Telephone No. 1122. Cable Address: "Kingsclere."

## KING EDWARD HOTEL

Central Location. All Electric Traction Pass Entrance, Electric Lifts, Fans and Lighting, European Baths and Sanitary Fittings, Hot and Cold Water System throughout. Best of Food and Service.

TELEPHONE 373. TELEGRAPHIC ADDRESS: "VICTORIA." FRANK L. COOTE, Manager.

## CHEN KWONG & Co., Ltd.

GENERAL IMPORT & EXPORT.

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Ironmongery, Wine and Spirits. Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description. All goods sold at reasonable prices.

The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

SUP PAT POO STREET. TEL. No. 1402. CANTON and Nos. 237, 239, Des Voeux Road and No. 180, Connaught Road Central. Tel. No. 811. Hongkong.

## PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 8.10 p.m. Every 10 minutes.

SUNDAY.  
7.45 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.30 a.m. to 12.00 p.m. Every 10 minutes.  
12.00 p.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.  
6.50 p.m. and 9 p.m.; 9.30 p.m. to 11.00 p.m. every half hour.  
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SATURDAY.  
Extra Car at 12 midnight.  
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office.

Mr. Season ticket will be issued on full payment thereof has been made in Bank Notes or by Cheques or Componders, order representing Bank Notes.

JOHN D. HUMPHREYS & SON, General Manager.

## BUSINESS NOTICES.

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SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 737 x 88 x 34 1/2. Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons. 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—JOHN I. THORNTON & CO., LTD.  
PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P. As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc. Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE. HONGKONG, CHINA AND JAPAN AGENTS. Telegraphic Address: "TAIKOODOCK." Telephone No. 212.

The Best Meals in Hongkong.

Either light or substantial.

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ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL. Telephone in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Room, Roof Garden.

Terms—From 8/- per day. Max. Telegraph Add: "Peak Hotel." P. O. PEUSTER, Manager.

## GRAND HOTEL

FIRST CLASS AND UP-TO-DATE HOTEL, most central location within the vicinity of all the principal Banks.

Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European Supervision. A First Class string Orchestra, artists selections from 5.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping. For further particulars apply—Telephone 187. Telegraphic Address "COMFORT."

LEE YEE'S HATE DRESSING SALOON. Electric Facial Massage with Cream, Green, Perfume, etc.

EXPERIENCED HAND. Nails, Manicures, Ladies' Fashion Books and Toilet Requisites. 12, D'Almeida Street. Hongkong, July 6, 1915.

JOHN D. HUMPHREYS & SON, General Manager.

SINGON & CO. ESTABLISHED A.D. 1880.

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### GREEN ISLAND CEMENT CO., LD

## Portland Cement

In Casks of 375 lbs. net.  
In Bags of 50 lbs. net.

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### A Preventive of Malaria MOSCATINE.

The infallible insect repeller.

Price 50 cts., \$1.00 and \$2.50 per Bottle. Prepared only by

### THE VICTORIA DISPENSARY.

32, Queen's Road Central.

### THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1833

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### PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE.	CABLE LAD 5" to 15" CIRCUMFERENCE.	4 STRAND 3" to 10" CIRCUMFERENCE.
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Oil Drilling Cables of any size up to 3,000 feet in length. Prices, Samples and full particulars will be forwarded on application to Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1915.

## "MUMEYA."

"While-you-wait" Photography. JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

PRICE 200 per 8 pcs. for Post Card. No. 8, Queen's Road Central. TELE. No. 254.

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRY. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 469. Shipyard, Sheung Sai Pe, Kowloon, Hongkong. Telephone No. K 9. Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1912.

## Bournville

The "COCOA de Luxe"

HIGHEST GRADE BRITISH MADE

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"BOURNVILLE COCOA represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation in food value and delicacy of flavor, and is second to none in any respect whatsoever." Medical Magazine, March, 1912.

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In Tins and Fancy Boxes  
Specially Packed for Export

FROM "THE FACTORY IN A GARDEN" BOURNVILLE, ENGL.



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ENGLISH SILVERWARE, direct from Manufacturers,  
High Class English Jewellery.THE ONLY EXCLUSIVE  
ENGLISH TAILORS  
IN THE COLONY.

Diss Bros.

No. 4 WYNDHAM ST.  
(Flower Street).  
ESTABLISHED 1861.THE KAILAN MINING  
ADMINISTRATION.

## KAIPING COAL

Now well-known throughout the East for

STEAM RAISING, FORGING, STEEL MAKING, SHIP'S BUNKERS AND  
HOUSEHOLD PURPOSES.

## KAIPING COKE

Competes with the best quality English Coke for

FURNACE, SMELTING AND HOUSEHOLD PURPOSES.

FIREBRICKS  
FIRECLAY,  
STOCKS ALWAYS ON HAND.

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DODWELL &amp; CO., LTD., Agents.

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UNDERTAKES  
ALL SORTS OF ARTISTIC JOB-PRINTINGsuch as:  
INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT  
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPEC-  
TUSES, WINE LISTS, ETC. ETC. ETC.

Obtain quotations from

THE CHINA MAIL OFFICE.

5 Wyndham Street

European Supervision

Moderate Price

A Natural  
Remedy

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out.

Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations, or biliousness with its aches and pains, is the result.

ENO'S  
FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

It may be safely taken at any time by young or old.

It is very effective in the early stage of Diarrhoea by removing the irritating cause.

Be prepared for emergencies by always keeping a bottle in the house.

Prepared only by

ENO, &amp; CO., "FRUIT SALT" WORKS, LONDON, ENGLAND.

SOLD BY CHEMISTS AND STORES EVERYWHERE.

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MITSU BISHI GOSHI KWAISHA  
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-  
SIMA, OCHI, MUTABE, YO-  
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Collieries.AGENTS for SAKITO, & OYUHARI  
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Tokyo, Yokohama, Nagoya,  
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Codes—A1, ABC 8th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing &  
Co.MANILA: Messrs Macdonald &  
Co.SINGAPORE: Messrs Borneo Co.,  
Ltd.GLASGOW: Messrs A. R. Brown,  
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For particulars, apply to

K. KATO,

Manager,

No. 2, PRINCE STREET,  
HONGKONG.THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND OF THREE  
AND HALF DOLLARS PER SHARE for  
the Six Months ending 30th June 1915 will  
be PAYABLE on THURSDAY 22nd July,  
on which date DIVIDEND WARRANTS may  
be obtained on Application at the Com-  
pany's Office.

The TRANSFER BOOKS of the Com-  
pany will be CLOSED from THURSDAY, the  
22nd July to THURSDAY, the 29th July (both  
days inclusive) during which period no  
Transfer of Shares can be registered.

By Order of the Board of Directors.

MOWBRAY S. NORTHCOTE,  
Acting Secretary.

Hongkong, July 12, 1915.

THE WEST POINT BUILDING  
COMPANY LIMITED.

AN INTERIM DIVIDEND OF Two  
DOLLARS PER SHARE for the Six  
Months ending 30th June 1915 will be  
PAYABLE on THURSDAY, 22nd July, on  
which date DIVIDEND WARRANTS may be  
obtained on Application at the Company's  
Office.

The TRANSFER BOOKS of the Com-  
pany will be CLOSED from THURSDAY, the  
22nd July to THURSDAY, the 29th July (both  
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Transfer of Shares can be registered.

By Order of the Board of Directors.

MOWBRAY S. NORTHCOTE,  
Acting Secretary to the

HONGKONG LAND INVESTMENT  
AND AGENCY CO., LTD.GENERAL AGENTS for the  
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Hongkong, July 12, 1915.HONGKONG LAND INVESTMENT  
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In the Wonderful "Pall Mall" Turkish Blend you get all  
the rare qualities of the world's choicest tobaccos—flavor that's  
mellow, sweet, delightful—rich fragrances and exquisite mild-  
ness found only in the highest types of Turkish and domestic  
leaf. This quality has made "Pall Mall" the largest high  
grade selling brand in America to-day.

## THE LUSITANIA INQUIRY.

WOMEN AND THE BOATS

So far as the public hearing is concerned, the Board of Trade inquiry into  
the sinking of the Cunard liner Lusitania on May 7, by torpedoes from a sub-  
marine off the coast of Ireland, was concluded yesterday (June 17) Judgment  
will be delivered in due course.

Mr. D. A. Thomas, of the Cambrian Combine, and other South Wales col-  
lieries, gave evidence that, after hearing all the facts, he desired to modify his  
view that there was very little discipline on board at the time the ship was  
sinking. Witnesses paid tribute to assistance rendered by the crew, and some  
said that after the order from the bridge to get women and children into the  
boats, a contradictory order was given to stop lowering boats and take the  
women and children out of them.

Lord Mersey (Wreck Commissioner) presided with Admiral Sir E. S.  
Fletcher, Captain D. Davies, Lieut. Commander Hearn, and Captain J. Sped-  
ding, acting as assessors.

The Attorney-General (Sir Edward Carson, K.C., M.P.), the Solicitor-  
General (Sir F. E. Smith, K.C., M.P.), Mr. P. J. Reardon, and Mr. Dunlop  
instructed by Sir Ellis (Counsel) were for the Board of Trade; Mr. Butler-  
Aspinwall, K.C., Mr. Laming, K.C., and Mr. A. H. Maxwell instructed by Messrs  
Hill, Dickinson, and Co. for the owners, the Cunard Company, and the cap-  
tain; Mr. Donald Macdonald, K.C., M.P., instructed by Messrs. Charles Russell  
and Co. for the Canadian Government; Mr. G. A. Scott for representatives  
of Mr. A. G. Vanderbilt; Mr. Thomas Scanlon, M.P., instructed by Mr. H.  
Z. Deane, for passengers; Mr. Rose-Tanes, K.C., and Mr. H. W. Wickham  
for passengers; Messrs. Thomas and Co. and Messrs. Walton and Hurd for  
passengers; Mr. Carter for the Ship's Stewards Union; Mr. Clement Edwards,  
M.P., instructed by Mr. Alexander Smith, for the National Union of Sailors  
and Firemen; Mr. W. L. Marshall for the Marine Engineers' Association; Mr.  
I. D. Langton, on behalf of Mr. Charles Frohman and Mr. and Mrs. Charles  
Frohman; and Mr. Thomas Priest for Mrs. Leigh Boyd and Mrs. Lasseter.

## SUBMARINES EXPECTED.

John P. V. Jones, chief steward, de-  
posed that he was crossing the main  
companion-way when he was told that a  
torpedo was approaching on the starboard  
side. He went to the side, and saw a  
torpedo about sixty to seventy yards off.  
It struck the ship, about twelve yards  
from where he was standing.

Several members of the crew gave  
similar evidence. The ship's carpenter  
said he examined the boats before leav-  
ing New York, and they were in perfect  
condition. In answer to Mr. Edwards,  
the carpenter said he did not take sound-  
ings after the torpedo struck the ship.  
"If I had," he added, "I should not  
have been here to tell the tale." (Laugh-  
ter.)

The captain of the ship, William Tur-  
ner, recalled by the Attorney-General,  
said that the collapsible boats were on  
sinks on deck. The sinks would not  
prevent the boats from getting away.

Had you removed the sinks when you  
came to the danger zone?—No.

Or taken any steps to make it more  
easy for these boats to slide automatically  
into the water?—No.

Ought you to have done so?—I do not  
think so.

You were anticipating the likelihood of  
torpedoes?—We were.

Did you not think that it would be an  
advantage to passengers to have these  
ready?—Yes, but they would slide across  
the deck if the ship listed if they were  
loose.

It would not have been right, then?—  
I don't think it would.

Mr. Edwards: After the torpedo had  
struck the ship, how soon did you make  
up your mind that you were going down?

About ten minutes after.

If the taking of the soundings depend-  
ed upon the carpenter, it is clear that  
no soundings were taken?—That is right.

After the torpedo struck the ship, did  
you give any order as to watertight  
doors?—They were closed immediately by  
the second officer.

After it struck?—When it was coming.  
He had had orders to do it from me.

Did you not think as responsible officer  
of that ship that when something had  
happened that there should have been  
an inspection to see if all the doors were  
closed?—That order had been given be-  
forehand.

ANOTHER TORPEDO.

Frederick O'Shea, assistant surveyor, evi-  
denced that he saw a torpedo pass the  
stern of the ship from port-side to star-  
board. That was after the two torpedoes  
struck the ship. He was formerly in  
the Navy, and was certain he saw a  
torpedo pass from the port-side.

Did you see the torpedo?—Yes, I saw  
it.

What time was it?—About 10.15 a.m.

Did you see it?—Yes, I saw it.

What time was it?—About 10.15 a.m.

Did you see it?—Yes, I saw it.

What time was it?—About 10.15 a.m.

Did you see it?—Yes, I saw it.

What time was it?—About 10.15 a.m.

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very well, and the stewards and steward-  
esses behaved exceedingly well and heroi-  
cally, and the first and second-class pas-  
sengers behaved very well and without  
panic. His first impression was that  
there was very little discipline of organi-  
zation at all, but he would rather modify  
that view now all the circumstances were  
known.

Sir F. E. Smith: Were any women  
or children excluded from the boats?—  
No. I was the last to leave from my  
side.

BOARD OF TRADE QUESTIONS.

The Attorney-General put in a list of  
twenty-one questions submitted by the  
Board of Trade. They included:

Were there any troops on board?

Did the Lusitania, before leaving New  
York, comply with the requirements of  
the Merchant Shipping Acts, 1804 to  
1906, and the rules and regulations made  
thereunder?

Was the vessel armed?

Did any cargo or other thing on board  
explode or ignite or increase the damage  
caused by any torpedo?

What measures were taken to save  
life? Was proper discipline maintained?

Was any loss of life due to any neglect  
by the master? Does any blame attach  
to him?

How any blame attach to the owners?

Mr. Rose-Tanes called three passengers,  
one of them, Mr. B. W. Cairns, said  
that a boat with about forty persons in  
it was found to leak directly it touched  
the water. There were no sailors in the  
boat. Some gentlemen tried to bale it  
with their hats, but in a few minutes it  
was level with the sea. He jumped out  
and swam, and saw the boat floating  
head up.

By Mr. Aspinwall: But for the passen-  
gers that boat would not have been in  
the water. He did not think it could  
have been damaged in lowering.

Mr. Priest called Mrs. Lasseter, who  
stated she distinctly heard the second  
officer say:

"Get into the boats, women and children  
first."

Sir F. E. Smith, in answer to the Presi-  
dent, said that the percentages of saved  
of the total crew and passengers had been  
worked out. They were:

Crew ..... 41.17

Passengers ..... 37.5

With regard to the passengers the per-  
centages of saved were:

Female ..... 34.6

Male ..... 35.8

Children ..... 27.1

Short addresses by counsel concluded  
the proceedings in public. To-day ad-  
dresses will be heard in private on the  
evidence taken in camera with regard to  
the communications made to the Lusitania  
by the Admiralty before she was  
torpedoed. It is expected that the Presi-  
dent will take time to consider his  
judgment, and that due notice will be  
given.

STRANGE SEQUEL TO  
MONTROSA STORY.

About the middle of the first week of  
June the crew of the Russian barque  
Montrosa, bound from Hull to New South  
Wales, and reported that their  
vessel had been sunk by a German sub-  
marine in the North Sea. A curious sequel  
to this story has now come to hand. On  
June 3, a fisherman named Sam Hadden  
observed in the North Sea a three-masted  
barque in full sail. He immediately tele-  
graphed to the coastguard, and he was re-  
ceived no answer. He eventually landed her,  
Bullington, and named her as a prize.  
Apparently the barque struck something in  
the night and the crew in a panic rushed  
the boats without waiting to ascertain  
the extent of the damage.

Mention of Tracery, says Capt. Coe in  
"The Star", invests with interest the  
following extract from "Aurora" in "Horse  
and Hound":—"A few days ago I was  
talking to a gentleman well qualified to  
know all that was worth knowing about  
Belmont's horse, and gleaned some very  
interesting information respecting him.  
First, I was told that Tracery did a fast  
gallop in his early two-year-old days that  
showed him, very superior to Lonsdale.  
After this the gentleman unfortunately de-  
veloped a thoroughbred, and could not be trained to run  
in the year 1911. During the winter and  
early spring 1912 he did most of his work  
with two-year-olds, and although pretty fit  
when making his first appearance on a  
racecourse in the Derby, was not really  
laid up. Tracery was upset by this race,  
but got round all right by Ascot, where  
he beat the Two Thousand Guineaes  
winner Sweepstake II. In the St. James's Palace  
Stakes, this victory caused the odds to  
advance to seven, and he again scored over  
Goodness at Goodwood. Maher thought  
that only was Tracery the best horse  
he had ever ridden, Bayardo not excepted,  
but that he could not be beaten for the St.  
Leger. Maher, who had been retained for  
Tracery at Longwood, was disappointed  
when his employer, Lord Rosebery, decided  
to start Charming, and consequently Bel-  
lhouse was wired for at the last moment to  
steer Mr. Belmont's representative. An  
Tracery was rather reticent at the post,  
Belthouse gave him a stroke of the whip,  
which annoyed the horse so much that on  
the barrier going up he fairly took charge  
of his rider and, running away from his  
field throughout the contest, was never  
seriously challenged.

## WANTED.

POSITION by a young Lady with  
experience as Typist and General  
Office assistant. Apply "S.A."  
c/o "CHINA MAIL" Office.

Hongkong, July 12, 1915.

WANTED.

IN September, a furnished or unfur-  
nished House on the Peak, for a year  
or longer.

P. C. JENKIN,  
Princes Buildings.

Hongkong, July 5, 1915.

WANTED.

IN September, a furnished or unfur-  
nished House on the Peak, for a year  
or longer.

P. C. JENKIN,  
Princes Buildings.

Hongkong, July 5, 1915.

WANTED.

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or longer.

P. C. JENKIN,  
Princes Buildings.

Hongkong, July 5, 1915.

## INTIMATIONS

TRAVELLERS RESTRICTION  
ORDINANCE.

THE PUBLIC are informed that the  
PERMANENT PASS issued by the  
Procurer General will not be available  
after August 7th next. Any person desir-  
ing to renew a PERMANENT PASS  
should give notice to the Carriers Ser-  
vice of the Police Station in full, the  
reasons for his request, the places to which  
he desires to proceed, the average number  
of journeys made out of the Colony a  
month, and at the same time return the  
Permanent Pass in his possession.

If the application is granted it will be  
necessary for the applicant to forward two  
copies of his photograph, and call person-  
ally at the Central Police Station between the  
hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

The size of the photograph should be  
about 2 x 3.

C. M. I. MESSER,  
Captain Superintendent of Police.  
Hongkong, July 17, 1915.

## NOTICE.

ANY EUROPEAN, NON ASIANIC or  
INDIAN desiring to leave the  
Colony should apply in writing for per-  
mission to do so to the Captain Super-  
intendent of Police, at least 48 hours  
before the intended hour of departure,  
giving name, nationality, age, sex, height  
and occupation of the applicant, and  
stating the name of the steamer or other  
vessel or the hour of the train by which  
the applicant wishes to leave. Applicants  
should apply in person for their passes at  
the Central Police Station between the  
hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

Hongkong, July 9, 1915.

THE ASSOCIATION OF EXPORTERS  
AND DEALERS OF HONGKONG.

NOTICE IS HEREBY GIVEN that an  
EXTRAORDINARY GENERAL  
MEETING of Members will be held on  
THURSDAY 29th July, at 4.30 p.m.,  
in the CHAMBER OF COMMERCE











FOR a good solid meal, a la carte or Table d'Hôte, with Wines & Liquors of the best, **ALEXANDRA CAFE**.







## BY TELEGRAPH.

## THE PROGRESS OF THE WAR.

(Sender's Service to the China Mail.)

## GERMAN AGITATORS FOMENTING TROUBLE IN AMERICA.

## AUSTRO-GERMAN ULTIMATUM TO BE PRESENTED TO RUMANIA.

## SPLENDID RECRUITING CAMPAIGN IN AUSTRALIA.

## FIERCE FIGHTING ON THE EASTERN FRONT.

## GERMAN AGITATORS ACTIVE IN THE UNITED STATES.

## FOMENTING TROUBLE AMONG THE WORKERS.

LONDON, July 19. A New York message states that Mr. Gompers, President of the American Federation of Labour, says that German agitators have approached labour leaders with a view to fomenting trouble and thus prevent the export of ammunition to the Allies. A strike affecting 12,000 ammunition workers begins to-day at Bridgeport, Connecticut. The agitators have now gone to Newhaven to stir up trouble in the Winchester Repeating Arms Company's works. Unrest is prevalent in other ammunition centres in New England.

## AN AUSTRO-GERMAN ULTIMATUM FOR RUMANIA.

LONDON, July 19. A telegram from Athens says an Austro-German ultimatum to Rumania is being prepared over the question of holding up German consignments of shells to Turkey. The troops withdrawn from the Galician front and destined for use against Serbia have been diverted to the Rumanian frontier. The matter is considered of vital importance by the Germans, who believe the fate of the Dardanelles to be sealed unless their consignments are forwarded.

## 13,809 AUSTRALIANS ENLIST IN A FORTNIGHT.

Melbourne message says the Parliamentary Recruiting Campaign in Victoria is concluded. 13,809 men have enlisted in a fortnight. Though the platform campaign has been completed the district committees are to continue their organisation for recruiting, as the fervour has only begun. The whole Commonwealth is now a training ground.

## ON THE EASTERN FRONT.

## FIERCE FIGHTING GENERAL.

Fierce fighting is now general over practically the whole of the Russian strategic front, a thousand miles long from the Baltic to Bessarabia as a result of a general offensive begun on Thursday by von Hindenburg in the north and General Mackensen in the South with the object of encircling Warsaw. The Germans claim great successes and the capture of thousands of prisoners in both regions, and the Russians admit slight withdrawals to prepared positions, though they claim to have dealt the enemy many severe blows.

An interesting feature is the mention in both the Russian and the German communiques of great cavalry battles in the Baltic provinces, where General Baulow has crossed the river Windau and is advancing north and south of Mitau. The enemy's principal effort is being made in the region of Prasnay, where his forces are operating on a wide front. The Russians admit that they have been forced to concentrate on positions nearer the river Naroff, this necessitating a regrouping of the forces to the left of the Vistula, which is now proceeding unopposed.

General Mackensen, operating between the Vistula and the Bug, made his principal efforts on Saturday near Wilkoly, south of Lublin, where the Russians in the course of the day repulsed over ten attacks. The Germans claim to have stormed Krasnawar south of Holt. The Russians admit that the enemy, after attacks in great masses continued till evening, made progress northwards in that vicinity. The Austrians claim to have forced the Russians to evacuate their positions between the Vistula and the Radom-Kielce Railway. The Russians announce the capture of 2,000 Austrians who crossed the Dniester on Friday.

## ON THE WESTERN FRONT.

## VIOLENT GERMAN ATTACKS REPULSED.

A Paris message says that fighting yesterday consisted of minor French successes, including the repulse of violent German attacks at Souchez and in the Argonne. The Germans at Souchez attacked at night on a front of 1,200 yards, and were defeated.

## BRITISH CASUALTIES IN THE DARDANELLES.

Mr. Asquith announced in the House of Commons that the total naval and military casualties in the Dardanelles to the end of June were as follows:

	Killed.	Wounded.	Missing.
Officers	541	1,257	135
Men	7,543	25,557	7,401
Total	8,084	26,814	7,536

## ALIEN ENEMIES IN INDIA.

## Greater Precautions To Be Taken.

Speaking in the House of Commons regarding the treatment of enemy aliens in India, Mr. Chamberlain, Secretary of State for India, said he had just received a telegraphic report from the Raj stating that he considered that the time had come to take greater precautions against the abuse of leniency than hitherto, and that they will probably proceed on the same lines as those being followed in Great Britain.

## BY TELEGRAPH.

## BRITISH SUBMARINE ACTIVE NEAR CONSTANTINOPLE.

LONDON, July 19. A telegram from Sofia says that advices from Constantinople state that a British submarine torpedoed and sank two steamers and two lighters and damaged the quays of Constantinople.

(British Foreign Office Telegram.)

## THE "LUSITANIA" INQUIRY JUDGMENT.

LONDON, July 17. The Report is issued at the Court, under the presidency of Lord Mersey, appointed to investigate the circumstances of the destruction of the "Lusitania".

The Court finds that the loss of the ship and lives (1,108) was caused by torpedoes fired by a submarine of German nationality, and that the act was done not only with the intention of sinking the ship, but also with the intention of destroying the lives of the people on board.

The Court found that the ship was provided with boat accommodation for 2,605 persons and that the number of persons on board was 1,950. Boats, life-jackets and lifebuoys were inspected at Liverpool on March 17th by the Board of Trade surveyor, and again on April 15th by the ship's carpenter at the beginning of the homeward voyage. Since the outbreak of war prizes had been given by the Company to induce crews to make themselves proficient in handling boats, and evidence is borne to the success of this policy by the story of more than one incident of during seamanship displayed after the catastrophe by members of the crew. Of the passengers, 941 were British of whom 581 perished; 130 Americans of whom 124 perished; the remainder from 17 other nationalities of whom 77 perished; total number saved 472. The conduct of passengers throughout was praiseworthy.

The cargo was general cargo of the ordinary kind, but part of it consisted of 5,000 cases of cartridges which were ordered on the manifest. The cargo was stowed in the hold of the ship, and was not separated from the torpedo struck. There were no other explosives on board the ship. The German Government has asserted that the "Lusitania" was equipped with masked guns, that she was supplied with trained gunners and special ammunition, that she was transporting Canadian troops, and that she was violating the laws of the United States. Those statements are baseless inventions. She had no guns nor trained gunners, nor special ammunition, nor was she transporting troops nor violating any law of the United States.

As to the warning of passengers before she sailed, which in some quarters is held as some sort of excuse for their subsequent murder, it only makes clear the intention to commit crime, and that the planning of it took place before the ship sailed. The Cunard Company had decided shortly after the war started, that in spite of a diminution of traffic, it would be justified in running one big ship a month if the boiler power were reduced by one-fourth. Accordingly these conditions from November, 1914, the ship began to run under 21 to 23 knots, but she was still the fastest trans-Atlantic ship and in the Court's opinion the reduction of the ship's speed was of no significance in the circumstances. The attack of the submarine was murderous because it was made with the deliberate and wholly unjustifiable intention of killing the people on board. German authorities on the Laws of War at Sea themselves establish beyond all doubt, that although in some cases the destruction of an enemy trader may be permissible, there is always the obligation first to secure the lives of those on board.

The Court held there was no explosion of any part of the cargo. The Court was held partly in camera, because the Attorney-General did not wish published the advice given by the Admiralty to protect vessels from submarines and to protect the "Lusitania" on this occasion in particular. It was impossible, therefore, to discuss this in detail in the report, but it was made abundantly plain that the Admiralty has devoted most anxious care and thought to questions arising from submarine peril and that they had diligently collected all available information bearing on this particular voyage. The officials responsible for this deserved high praise. The whole blame for the cruel destruction of lives rests solely with those who plotted and committed the crime.

## BASELESS GERMAN INVENTION REFUTED.

The following official announcement was issued on 16th July:— It has come to the attention of His Majesty's Government that an advertisement issued in the American Machine of May 6th by the Cleveland Automatic Machine Company is being quoted in the United States as showing the type of weapon exported from America for the use of the British Army. The advertisement relates to a new kind of high explosive the effects of which are described as follows:

"The material is high in tensile strength and has a tendency to fracture into small pieces on the explosion of the shell. The timing of the fuse for this shell is similar to shrapnel, but differs from it in that two explosive acids are used in the large cavity to explode the shell. A combination of these two acids causes a terrific explosion, having more power than anything of kind yet used. Fragments become coated with these acids in exploding, and the wounds caused by them mean death in terrible agony within four hours if not attended to immediately. From what we are able to learn of the conditions in the trenches, it is not possible to get medical assistance to anyone in time to prevent fatal results. It is necessary immediately to cauterize the wounds if in the body or head, or to amputate if in the limbs, as there seems to be no antidote that will counteract the poison. It can be seen from this that this shell is more effective than that the regular shrapnel, since the wounds caused by shrapnel balls and fragments in muscles are not dangerous as they have not poisonous element making prompt attention necessary."

His Majesty's Government have reason to believe that this advertisement is not genuine, but was published with the deliberate intention of creating a false impression. However this may be, His Majesty's Government think it right to state that no order whatever for an explosive such as that described has been given either in America, or elsewhere, and they neither have used nor contemplate using any invention whose effects are those described in the advertisement.

## SPORTING.

## LAWN TENNIS LEAGUE.

## H.K.C.C. v. Y.M.C.A.

The Hongkong C.C. team secured a handsome victory over the Y.M.C.A. on Saturday in the local tennis league. The scores were:— Hewitt and Maas (H.K.C.C.) beat Vives and Mohler 9-3; beat Robertson and McPherson 8-3; beat Thomson and Fuller 8-2. Murphy and Cary (H.K.C.C.) beat Vives and Mohler 8-3; beat Robertson and McPherson 8-3; beat Thomson and Fuller 8-1. Hall and Miskin (H.K.C.C.) beat Vives and Mohler 9-2; beat Robertson and McPherson 8-3; beat Thomson and Fuller 8-2. H.K.C.C. 75 games; Y.M.C.A. 24 games.

A C. and M. Gazette cable quotes the Morning Post's Amsterdam correspondent that a Dutch farmer has been fined £50 for stating it would be unhappy for Germany if she had to stop the volunteers and that in one battle volunteers had died out for their fathers and mothers, had thrown away their rifles and deserted. Fifty volunteers had been already demanded to confront the German soldiers and saved had been shot. The Telegraph reports the shooting of a German soldier at Thionville for shooting the soldiers to disperse.

## LOSS OF THE MAJESTIC.

## An Eye-Witness's Story.

Marseilles, June 13.

The post from the Dardanelles contains a letter written by a French soldier to his daughter giving a description of the sinking of the battleship Majestic. It says:— "At 6.30 on the morning of May 27 I saw the battleship Majestic. The sight of the ship gave me immediately followed by an explosion on board the Majestic, which was also on the look-out and had fired a gun. The cruiser at once began to fire dangerously, going over to the aid of the battleship. Everything on the deck was falling and sliding down into the sea with a frightful din. There was, however, no panic, and the sailors, who had stripped in readiness for the final plunge, waited for the fatal moment with perfect calm. Four minutes after the explosion the Majestic turned completely over and disappeared under the waves. Only the funnels and the keel remained above the water. It was a heartrending and terrible sight. I saw a boat with 500 strong men facing death to silence. They were thrown into the sea, where they were snatched by the netting which should have protected them from torpedoes, and which now enveloped them like a huge net. Amid the sea, large torpedoes in which with a deep sob, their beloved battleship sank to the bottom."

## BY TELEGRAPH.

## CHOLERA SPREADING IN AUSTRIA-HUNGARY.

LONDON, July 20. A telegram from Vienna states that cholera is spreading in Austria-Hungary, and that there are 1000 fresh cases daily.

## THE CHINESE WILL CASE.

In the Full Court this morning, Mr. Sharp, K.C., counsel for the appellant in an appeal to reverse the Chief Justice's decision of September 2nd, 1913, regarding the matter of the estate of Ho Tain San, pointed out that the affidavits by the respondents were filed by persons not qualified experts in foreign law. He did not press that point but it was implied that he should ignore it as their Lordships had intimated that they would see the affidavits. The only expert evidence had been filed by no other respondent than the fourth who was represented by Mr. Jenkin.

Mr. Sharp observed that a daughter did not benefit under any property any property that she might have come to her through the family to which she became attached. The claim of a secondary wife, he held, were legitimate children and entitled to succeed, according to Chinese law and custom.

Mr. Pollock, K.C., on behalf of the executors of the son of a second son of the testator, said the testator had three sons and one daughter, children in fact of one and the same woman. Counsel mentioned that his clients were entirely innocent regarding the large number of affidavits which had been shovelled on the Court in recent days. His clients were not siding with any of the other parties in the case; they simply came before the Court to assist the Court as far as they could upon a somewhat difficult question of general construction. Counsel submitted there were two main questions the answers to which would go, at all events, a very long way towards a decision in the case. Those questions were: (1) Was the appellant proved to the satisfaction of the Court that the English statute of distributions was on April 5th 1845 applicable to the local circumstances of the Colony or of its inhabitants? (2) If the appellant had not proved that, what was the combined legal effect of the statute of distributions and Chinese family custom?

Counsel submitted that the answer to the first question must be in the negative and that the statute of distributions was applicable. In the House of Commons, on June 9, Mr. Asquith informed Mr. King (R. Somerset, N.Y.) that the management of the Press Bureau would be undertaken by Sir Edward Cook and Sir Frank Swettenham as joint directors. Those two gentlemen had been rendering most valuable service in an honorary capacity as assistants to the previous director. The Home Secretary would be responsible to the House for the Press Bureau.

## To-day's Advertisements.

## BEN LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

## THE Steamship BENALDER.

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hold of the Godown, and all Goods remaining undelivered after the 27th July, will be subject to a claim, whence and from the wharves, delivery may be obtained.

No claims will be admitted after the 27th July, and all Goods remaining undelivered after the 27th July, will be subject to a claim, whence and from the wharves, delivery may be obtained.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, July 20, 1915. 628

## TOYO KISEN KAISHA.

FROM SAN FRANCISCO, VIA HONOLULU, JAPAN PORTS AND MANILA.

## THE Steamship SHINYO MARU.

The above named Steamer having arrived, Consignees of Goods are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside on TUESDAY, July 20th, at Noon will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all Goods remaining undelivered on 28th July at 6s. m.

No Fire Insurance whatever will be effected. All broken, chafed, and damaged Goods are to be left to the Godown, where they will be examined on 28th July at 10 a.m.

No Claims will be recognised if filed after 2nd August, 1915.

K. DOI, Acting Agent.

Hongkong, July 20, 1915. 627

## DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family with Colic, Cholera, and Diarrhoea Remedy at this season of the year, you are neglecting them, as bowel complaint is sure to be prevalent, and it is too dangerous a malady to be trifled with. This is especially true if there are children in the family, & those of even if this remedy will place the trouble within control and perhaps save a life or at least a doctor's bill. For sale by all Chemists and Storekeepers.

## CALLICURA

## CURES

## CORNS

Corns are one of the most distressing of the minor ailments. The pain they produce in walking is often agonising. Don't pare them. Don't try to dig them out. Chiropody is best left to the Chiropodist! Besides there is not the least necessity. Callicura is a sure and certain cure. The Corn comes out of its own accord after a few applications.

Get a bottle to-day! Price 60 cents.

## QUEEN'S DISPENSARY

Tel. 492.

31, Queen's Road, Central.

## THE "CHINA MAIL"

## Typhoon Map and Guide

WITH TABLE AND TRACKS OF PAST DISTURBANCES

Price 50 cents.

## THE HANDY BOAT FOR MACAO.

## THE S.S. "CHUEN CHOW"

THE ONLY BOAT LEAVING AT 5 P.M. EVERY DAY.

Back again by noon on the following day.

SUNDAY—Leaves Macao 1.30 P.M. Arrives Hongkong about 6 P.M.

FARES:—First Class \$2 Single; 33 Return (Saloon).  
First Class \$1 " 31.50 " (Saloon) for Chinese.  
Second Class 60 cts. Single; \$1 Return

Electric Fans throughout. First Class Attention. Ample Seelows and Cabin Accommodation.  
Passengers may sleep on board without additional charge on return tickets only.

## THE EASTERN ASBESTOS CO.

Sole Agents for

## THE GANDY BELT

MANUFACTURING Co., Ltd.

Seacombe, Cheshire, England.

Large Stocks of "Gandy" Belting and Belt Fasteners.

4 QUEEN'S BUILDING,

HONGKONG.

Telegrams "Corrugated"

Telephone No. 501.

## CHAMPAGNES

## Perrier Jouet

1906 Vintage

Price per case 1 doz. Quarts Duty Paid \$80.00  
ditto 2 doz. Pints ditto \$83.00

## Moet and Chandon's

## Dry Imperial.

Price per case 1 doz. Quarts Duty Paid \$74.00  
ditto 2 doz. Pints ditto \$77.00

## Guillemart

## Extra Dry.

Price per case 1 doz. Quarts Duty Paid \$40.00

SOLE AGENTS.

## Gande, Price &amp; Co., Ltd.

Wine Merchants.

6, Queen's Road Central.

Tel. No. 185

Hongkong.



## SHIPPING

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the  
DATES named—

FOR	STEAMERS	To SAIL	REMARKS
LONDON via USUAL PORTS	KASHGAR	1st Aug.	See Special of Call
SHANGHAI	MALTA	1st Aug.	Freight and Passage.
LONDON via USUAL PORTS	MALTA	14th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, NAGASAKI, YOKOHAMA	MASSARA	20th Aug.	Freight and Passage.

Subject to immediate alteration without Notice.  
All the above steamers are fitted with Wireless Telegraphy.  
E. A. HEWITT, Superintendent.  
P. & O. S. N. Co., Office

## OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA  
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY  
For VICTORIA and TACOMA via KEELUNG, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and YOKOHAMA.

STEAMERS	TO SAIL	REMARKS
SEATTLE MARU	Friday, 6th August at 3 p.m.	
These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Parcels.		
For BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG, and COLOMBO		
S.S. 'JAYA MARU'	Tuesday, 20th July, at Noon	
S.S. 'INAH MARU'	Monday, 2nd Aug. at 7 a.m.	
For TAMSUI and KEELUNG via SWATOW and AMOY.		
S.S. 'DAIJIN MARU'	Tuesday, 27th July, at Noon	
S.S. 'KAIJO MARU'	Capt. Y. Yamamoto	
For ANPING and TAKOW via SWATOW and AMOY.		
S.S. 'SOSU MARU'	Wednesday, 21st July, at 10 a.m.	

FOR HAIPHONG (DIRECT).  
Leave  
Steamer  
Captain  
S.S. 'KAIJO MARU' Imajima, Thursday, 22nd July at 10 a.m.  
S.S. 'DAIJIN MARU' T. Konoishi, Friday, 23rd July at 10 a.m.

These Steamers of Coast and Foreign Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Suez Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO  
H. YAMAUCHI, Manager,  
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN  
MAIL SERVICE  
TO AUSTRALIA, via MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	15th July	23rd July, at 2 p.m.
EASTERN	22nd July	30th July, at 11 a.m.
ALDENHAM	29th July	6th Aug., at 11 a.m.
ST. ALBANS	5th Aug.	13th Aug., at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars, apply to  
GIBB, LIVINGSTON & CO.  
Agents

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO. LTD.  
AND 'AFRIC' LINE.  
Proposed Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
S.S. 'YATSHING'	23rd July	A Steamer	Midday of Aug.
S.S. 'FOOKSANG'	27th July		

For Freight and further particulars apply to  
DODWELL & CO., LTD., Agents.

## HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL  
(With liberty to call at the Malabar Coast).

FOR NEW YORK via SUEZ CANAL  
S.S. 'KOROMONT CASTLE' On or about  
For Freight & further particulars, apply to  
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA  
(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

STEAMERS	TO SAIL	REMARKS
S.S. 'BARRI MARU'	For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	23rd July
S.S. 'HOKUTO MARU'	For Moji, Kobe & Yokohama	27th July
S.S. 'BORNEO MARU'	For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	17th Aug.
S.S. 'RINUN MARU'	For Moji, Kobe & Yokohama	21st Aug.
S.S. 'HOKUTO MARU'	For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	5th Sept.
S.S. 'BARRI MARU'	For Moji, Kobe & Yokohama	9th Sept.

For Freight or Passage apply to  
DODWELL & CO., LTD., Agents.

## SHIPPING

## PACIFIC MAIL S.S. CO.

OPERATING  
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

STEAMERS	TO SAIL	REMARKS
MONGOLIA 27000 tons	MANCHURIA 27000 tons	
KOREA 18000 tons	SIBERIA 18000 tons	
CHINA 10200 tons	NILE 10000 tons	
PERSIA 8000 tons		

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.  
"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

STEAMERS	TO SAIL	REMARKS
S.S. MONGOLIA	Sailing TUESDAY, 30th July, 1 p.m.	
S.S. PERSIA	TUESDAY, 3rd Aug., Noon	
S.S. KOREA	TUESDAY, 10th Aug., 1 p.m.	
S.S. SIBERIA	TUESDAY, 17th Aug., 1 p.m.	

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the well-known chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements and water swimming tank, billiard tables, deck games, dance, etc., and a full moment throughout the trip. The Safety and Comfort of Passengers is our First Consideration.

For further information, rates, literature, schedules, etc., apply to  
R. C. MORTON, Agent,  
King's Building (opposite Blake Pier), Telephone No. 111

## TOYO KISEN KAISHA.

SAN FRANCISCO LINE  
via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.  
Sailings from Hongkong—subject to change without notice.

STEAMERS	TO SAIL	REMARKS
SHINYO MARU	22,000 tons, Tues., 27th July at Noon.	
CHIYO MARU	22,000 tons, Tues., 24th Aug. at Noon.	
TENYO MARU	22,000 tons, Tues., 14th Sept. at Noon.	
NIIPPON MARU	11,000 tons, Tues., 28th September	

First Class to London 271-10. Return (6 months) £120.  
" " " New York 271-10. Return 276-10.  
" " " San Francisco 271-10. Return 276-10.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.  
via Japan Ports, Honolulu, Hilo, Los Angeles, Salina Cruz, Panama, Callao, Iquique and Valparaiso.  
Thence by Trans Andean Route to Buenos Aires, etc.

STEAMERS	TO SAIL	REMARKS
ANYO MARU	18,500-18 knots, Friday, 10th Sept., at Noon.	

For full particulars as to Passage and Freight apply to  
K. DOI Acting Agent,  
KING'S BUILDING (Opposite Blake Pier),  
Telephone 261.

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATE
MARSHALLS & LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	KASHIMA MARU, Capt. Taka	Tons 20,000	THURSDAY, 25th July, at Noon.
VICTORIA, B.C. & SEAT via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA & YOKOHAMA	SHADO MARU, Capt. Asakawa	Tons 12,500	TUESDAY, 27th July, at 4 p.m.
SYDNEY AND MELBOURNE via MANILA, THUR, DAY ISLAND, TOWNS, VILLE AND BRISBANE	SHIKO MARU, Capt. Tominga	Tons 13,500	THURSDAY, 22nd July, at Noon.
BOMBAY via SINGAPORE, MALACCA AND COLOMBO	JINSEN MARU, Capt. Terada	Tons 8,000	July, at Noon.
NAGASAKI KOBÉ & YOKOHAMA	HITACHI MARU, Capt. Tominga	Tons 13,500	THURSDAY, 22nd July, at Noon.
SHANGHAI MOJI & KOBÉ	KAMAKURA MARU, Capt. Kuro	Tons 12,500	July, at Noon.
KOBÉ & YOKOHAMA	KAWACHI MARU, Capt. Kuro	Tons 12,500	July, at Noon.

Wireless Telegraphy.

## SOME PRINCIPAL FARES.

To London 1st Single Yen 600.	To Manilla 1st Single Yen 550.
" " Return " 900.	" " Return " 350.
" " 2nd Single " 400.	" " 2nd Single " 250.
" " Return " 600.	" " Return " 350.
To London, Southampton, Liverpool via New York £20. 15s.	
To Victoria, Vancouver, Seattle, 1st Single " £25.	
" " Return " £12. 10s.	
To Sydney, 1st Single £20.	To Melbourne 1st Single £21.
" " Return " £10.	" " Return " £11.
To Yokohama, 1st Return \$150.	To Kobe 1st Return \$125.
" " 2nd " 90.	" " 2nd " 83.
Round-the-World, Yen 1,045.	

KURU MOTO, Manager.  
Telephone No. 397.

## SHIPPING

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW & RANGKOK	CHIAOCHOW	July 21, at 10 a.m.
SHANGHAI	HONGKONG	July 21, Noon
MANILA, CEBU & ILOILO	TAMBO	July 21, Noon
SHANGHAI	CHUAN	July 21, at 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	HOCHOW	July 21, at 4 p.m.
SHANGHAI	CHUAN	July 22, at 4 p.m.
MANILA, CEBU & ILOILO	TAI	July 22, at Noon

DIRECT SAILINGS TO WEST RIVER—Twice Weekly  
S.S. 'LINTAN' and S.S. 'BANUL'

MANILA LINE. Twin Screw Steamers 'Chinook', 'Taming' & 'Tea' Excellent Saloon accommodation, amusements, Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tea'.

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.  
S.S. 'Anhui', 'Chuan', 'Lingchow', 'Lochow', 'Yingchow' and 'Sinkiang', with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, AGENTS.  
Telephone No. 98.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI via NINGPO	HANGSANG	WEDNESDAY, July 21, at 4 p.m.
SINGAPORE, PENANG & CALUTTA	YATSHING	FRIDAY, July 23, at 3 p.m.
MANILA	YUENSANG	SATURDAY, July 24, at 3 p.m.
SINGAPORE, PENANG & CALUTTA	CHOYSANG	SUNDAY, July 25, Daylight.
WEIHAIWEI & TIENTSIN	FOOKSANG	TUESDAY, July 27, at 3 p.m.
MANILA	LOONGSANG	SATURDAY, July 31, at 3 p.m.

RETURN TOURS TO JAPAN.  
The steamers Kiangsu, Nanhai & Fookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yangtze, Kiangsu, and Suichow leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 15 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.  
Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Koda, Lahad Dato, Singapore, Tawau, Uman, Jesselton and Labuan.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Telephone No. 215.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN  
YOKOHAMA, KOBÉ, HONGKONG & RANGOON.  
Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Telephone No. 215.

## THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

FOR	STEAMERS	DATE OF DEPARTURE

TRANS-PACIFIC SERVICE.  
REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

For freight and further particulars, apply to  
JARDINE, MATHESON & Co., Ltd.,  
AGENTS.  
Telephone No. 215 Sub Ex. No. 9.

## BRITISH INDIA S. N. CO., LTD.

APCAR LINE.  
REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.  
S.S. 'SANGOLA', 6,102 tons, Capt. Milne, R.N.R. will be despatched for SHANGHAI, KOBÉ & MOJI on 23rd July.

WESTWARD.  
The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to  
DAVID BASSEON & CO., LTD.,  
AGENTS.

## SHIPPING



STEAM FOR  
STRAITS, COLOMBO, AUSTRALIA,  
BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship KASHGAR, Captain N. H. Ryman, R.N.R., carrying His Majesty's Mails will be despatched from this port on FRIDAY, 23rd July, at Noon, taking Passengers and Mails for the above ports in connection with the Company's Steamship Malacca from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, and Tea and Cargo for Italy, France, and London will be conveyed by the s.s. Komor proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWITT, Superintendent.  
Hongkong, July 2, 1915.

FOR VANCOUVER AND SEATTLE.

THE s.s. 'SAIKAI MARU' will be despatched about 10th August. For freight and further particulars, etc. etc. Apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Hongkong, July 20, 1915.

## NOTICES TO CONSIGNEES.

PACIFIC MAIL STEAMSHIP CO.  
NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

CONSIGNEES of Cargo per Steamship MONGOLIA.

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery from the Company's Godown West Point. Cargo will be landed immediately at Consignees' risk.

Cargo remaining undelivered FRIDAY, July 16th, 1915, at 4 p.m. will be subject to landing charges and if not delivered WEDNESDAY, July 21st, 1915, at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

No chafed and otherwise damaged cargo will be examined at the above Company's Godown at West Point on WEDNESDAY, July 21st, 1915 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees' and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before July 31st, 1915, otherwise they will not be recognized.

R. C. MORTON, Agent.  
Hongkong, July 16, 1915.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Sangala, having arrived from the above Ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 1 p.m. on 21st instant, will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID BASSEON & Co., Ltd., Agents.  
Hongkong, July 19, 1915.

## THE FIRST CHINESE NEWS PAPER

EVER ISSUED UNDER  
PURELY NATIVE DIRECTION.

## The Chinese Mail

THE LONDON CHINESE PRESS & COMMERCIAL JOURNAL.

PUBLISHED EVERY MONDAY.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INFORMATION FROM VARIOUS PORTS OF CHINA AND JAPAN.

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A. WILKINSON, Secretary, HONGKONG.